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SUBJECT Economic Information: Transportation of Foodstuffs and Raw Materials from Manchuria and North Korea to Siberia; Barter for Soviet Supplies NO. OF PAGES 3

PLACE
ACQUIRED [REDACTED] 25X1A

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SUPPLEMENT TO
REPORT NO.

25X1A [REDACTED] Comment. The highway referred to in this report is described in detail in [REDACTED] Previous information on the shipments of food from Manchuria to the USSR is contained in [REDACTED]

October 1947-May 1948

1. Since October 1947, when the Hunchun-Najindong-Pes'yet highway was first usable, an average of ten to twenty truckloads of military supplies has been transported over this route from Kraskino to the Chinese Communist Garrison Command at Hunchun. The highway provides an excellent route from the Maritime Krai into North Korea and northeastern Manchuria, and provides another means of supplying Soviet troops in North Korea and the vital Tumen River region.

25X1A [REDACTED] Comment. [REDACTED] reported one Chinese Communist infantry battalion and one signal company at Hunchun; [REDACTED] contains information on Soviet troops in the Tumen River area.)

2. A large quantity of industrial raw materials and agricultural products are sent from North Korea and Chinese Communist-controlled Manchuria to the USSR via the highway mentioned above. Those products sent from Manchuria are sent by rail to Hunchun and via the new highway to Pos'yet. From North Korea, the shipments go by rail to a point south of Kyonghung, by truck to Kyonghung and thence to Pos'yet by way of the highway and the spur branching off at Novaya Derevnaya (130-30, 42-40). Soviet merchant shipping takes the supplies from Pos'yet to various parts of the USSR.

25X1X 3. Truck assembly areas have been located at the following points along the Hunchun-Pos'yet highway:

Hunchun	400	trucks
Erhtaohotzu	500	"
Kraskino	600	"
Kyongchung	300	"
Novaya Derevnaya	750	"
Pos'yet	800	"

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letter of 15 October 1973 from the
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Next Review Date: 2008

This system provides for the servicing and replacement of vehicles that break down along the route, shelter for the trucks and major and minor repairs at either end of the route.

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CENTRAL INTELLIGENCE AGENCY

- 2 -

25X1A

4. Of the truck drivers employed in this transportation system (number not stated), forty-five percent are Soviet nationals, thirty-five percent are Chinese and twenty percent Koreans.
5. The following raw materials and agricultural supplies were sent to Pos'yot from Manchuria and North Korea over the Hunchun-Pos'yot highway during the period October 1947-April 1948:

<u>Month</u>	<u>From</u>	<u>Products</u>	<u>Tons</u>
October 1947	Manchuria	Soya beans, kaoliang, corn and other cereals	213,400
	Manchuria	Materials for glass and cement	50,000
	North Korea	Corn, cereal, charcoal	89,000
	North Korea	Silica ore	12,000
November 1947	Manchuria	Cereals, vegetable oil, lumber	132,500
	Manchuria	Ores	33,000
	North Korea	Foodstuffs, lumber, charcoal	73,000
	North Korea	Ores	8,000
December 1947	Manchuria	Cement and silica ore	25,000
	North Korea	Ores	8,000
January 1948	Manchuria	Non-metallic ores	20,000
	North Korea	Ores	8,000
February 1948	Manchuria	Silica	18,000
	North Korea	Light metal ores	7,500
March 1948	Manchuria	Silica	28,000
	North Korea	Light metal ores	10,000
April 1948	Manchuria	Cereals	42,000
	North Korea	Corn and other cereals	28,000
	North Korea	Ores	9,000

March 1947-April 1948

25X1A

6. Military and industrial supplies have been sent to the Chinese Communist areas of Manchuria from the Maritime Province since March 1947 in exchange for Manchurian agricultural products. (See [REDACTED]. Supplies to and from the Maritime Province have been routed over the Voroshilov (131-55, 43-47) Suifeng (131-09, 44-23) railroad. At Suifeng, the supplies from the Maritime Province are re-routed to Harbin, Chiamussu (130-21, 46-49) and other key points in Chinese Communist territory.

25X1A

Comment. It is not clear whether the figures given in paragraph 7 are exclusive of those given in paragraph 5; it is probable that figures cited in the paragraphs below apply exclusively to shipments over the Voroshilov-Suifeng railway.)

7. The following shipments of agricultural products were made from Manchuria to the Maritime Province in the period March 1947-March 1948:

<u>Month</u>	<u>Product</u>	<u>Tons</u>
March 1947	Soybeans, millet, kaoliang, corn and other cereals	11,250
April 1947	"	13,050
May 1947	"	13,050
June 1947	"	11,250
July 1947	"	13,050

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25X1A

CENTRAL INTELLIGENCE AGENCY

- 3 -

<u>Month</u>	<u>Product</u>	<u>Tons</u>
August 1947	Soybeans, millet, kaoliang, corn and other cereals	14,850
September 1947	"	16,750
October 1947	"	16,650
November 1947	"	14,850
December 1947	"	16,650
January 1948	" and raw cotton	16,650
February 1948	" "	18,450
March 1948	" "	18,450
Total, 1 March 1947-30 March 1948		194,950

8. The following shipments of military equipment and industrial supplies were sent from the Maritime Province to Manchuria in the period March 1947-10 April 1948:

<u>Month</u>	<u>Military Equipment</u>	<u>Tons</u>	<u>Industrial Supplies</u>	<u>Tons</u>
March 1947	Arms and ammunition	3,600	Factory products, coal, salt	5,400
April 1947	" "	1,800	" " " "	5,400
May 1947	" "	5,400	" " " , chinaware	5,400
June 1947	" "	5,400	" " " , soda	5,400
July 1947	" "	1,800	" " " , oil	5,400
August 1947	" "	3,600	" " " "	
			medical supplies	9,450
September 1947	" "	3,600	Factory products, coal, oil	9,450
October 1947	" "	1,800	" " " "	9,450
November 1947	" "	5,400	Farm implements, " "	9,450
December 1947	" "	5,400	" " " "	7,650
January 1948	" "	7,200	6 x 4 trucks, " , gasoline	11,250
February 1948	" "	5,400	" " " "	
			tractors	9,450
March 1948	" "	7,200	Same as in February	11,250
1-10 April 1948	" "	1,800		
Total military equipment		59,400	Total industrial supplies 104,400	

9. There was virtually no passenger traffic over the Voroshilov-Suifeng railroad in April 1948.

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